RESOLUTION MSC.377(93)
(adopted on 22 May 2014)
AMENDMENTS TO THE CODE FOR THE CONSTRUCTION
AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED
GASES IN BULK (GC CODE)

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ANNEX 14

RESOLUTION MSC.377(93)
(adopted on 22 May 2014)

AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND
EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (GC CODE)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.328(IX) by which the Assembly, at its ninth session, adopted the *Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* (GC Code),

NOTING resolution MSC.370(93), by which it adopted amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code),

HAVING CONSIDERED, at its ninety-third session, amendments to the GC Code proposed by the Sub-Committee on Stability and Load Lines and Fishing Vessels Safety, at its fifty-fifth session, which were approved by the Committee at its ninety-second session,

RECOGNIZING the need for the amendments to the GC Code to become effective on the date on which the corresponding amendments to the IGC Code enter into force,

1   ADOPTS amendments to the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code), as amended, the text of which is set out in the annex to the present resolution;

2   DETERMINES that the said amendments shall become effective on 1 January 2016[*] upon acceptance and entry into force of the corresponding amendments to the IGC Code adopted by resolution MSC.370(93).

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[*]   Date of entry into force of the aforementioned amendments to the IGC Code.

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ANNEX

AMENDMENTS TO THE CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (GC CODE)

CHAPTER II
SHIP SURVIVAL CAPABILITY AND CARGO TANK LOCATION

Paragraph 2.2 – Freeboard and stability

1   A new subparagraph 2.2.4 is added as follows:

"2.2.4   All ships, subject to the Code, should be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration, at the first scheduled periodical survey of the ship on or after 1 January 2016, but not later than 1 January 2021, having regard to the performance standards recommended by the Organization[*]:

.1   notwithstanding the requirements above, a stability instrument fitted on a ship before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration; and

.2   the Administration should issue a document of approval for the stability instrument.

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[*]   Refer to part B, chapter 4, of the International Code on Intact Stability, 2008 (2008 IS Code), as amended; the *Guidelines for the Approval of Stability Instruments* (MSC.1/Circ.1229), annex, section 4, as amended; and the technical standards defined in part 1 of the *Guidelines for verification of damage stability requirements for tankers* (MSC.1/Circ.1461)."

2   A new subparagraph 2.2.5 is added as follows:

"2.2.5   The Administration may waive the requirements of paragraph 2.2.4 for the following ships, provided the procedures employed for intact and damage stability verification maintain the same degree of safety as being loaded in accordance with the approved conditions[*]. Any such waiver should be duly noted on the Certificate of Fitness referred to in paragraph 1.6.4:

.1   ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with the requirements of paragraph 2.2.3;

.2   ships where stability verification is made remotely by a means approved by the Administration;

.3   ships which are loaded within an approved range of loading conditions; or

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.4   ships provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

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*   Refer to operational guidance provided in part 2 of the *Guidelines for verification of damage stability requirements for tankers* (MSC.1/Circ.1461)."

Certificate of Fitness

3   The existing paragraph 6 is replaced by the following:

"6   That the ship must be loaded:

.1*   only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.4 of the Code;

.2*   where a waiver permitted by paragraph 2.2.5 of the Code is granted and the approved stability instrument required by paragraph 2.2.4 of the Code is not fitted, loading shall be made in accordance with one or more of the following approved methods:

(i)*   in accordance with the loading conditions provided in the approved loading manual, stamped and dated .... and signed by a responsible officer of the Administration, or of an organization recognized by the Administration; or

(ii)*   in accordance with loading conditions verified remotely using an approved means…………………; or

(iii)*   in accordance with a loading condition which lies within an approved range of conditions defined in the approved loading manual referred to in (i) above; or

(iv)*   in accordance with a loading condition verified using approved critical KG/GM data defined in the approved loading manual referred to in (i) above;

.3*   in accordance with the loading limitations appended to this Certificate.

Where it is required to load the ship other than in accordance with the above instruction, then the necessary calculations to justify the proposed loading conditions should be communicated to the certifying Administration who may authorize in writing the adoption of the proposed loading condition.

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*   Delete as appropriate."

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